

THE DAILY JOURNAL.

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THE DAILY.

Our paper does not make so respectable an appearance this evening as we intended, owing to want of hands. We had intended enlarging, but this would require an alteration of the width of our columns, and it seemed better to defer that, awhile.

Sometime ago Hon. Willard P. Hall came down to Hannibal, and sold his stock in the Hannibal and St. Joseph Railroad for 50 cents on the dollar. The transaction was published and went straight to Wall street. There it was thrust in Mr. Stewart's face, and the opinion expressed that there must be something very wrong about the matter when one of Missouri's great men and a Congressman thus showed symptoms of alarm at the future prospects of the Road. Is it not singular that Mr. Hall should ride 200 miles to sell his stock for 20 per cent. discount, when he had received an offer to buy it at par, just before he started from home? What a poor little transparent trick for any enemy of the railroad! how less than nothing when the deed is done by a distinguished Congressman! It was a farce played by a bungling actor.

Last Wednesday morning a man named John Smith, living in the prairie about twelve miles west of New London, hung himself. He was living with the widow of his brother, who died last winter, and it is supposed that some difficulties about the management of the farm, led him to put an end to his life.

A correspondent of the New York Evening Post says the Panama Railroad is progressing very slowly. The road will not be completed in three years, judging of the future from the past—not one mile of the road has been completed.

Why has nobody established a barrow factory in this city? The railroad will want thousands of them. They are obliged now to send to Cincinnati for them.

The view from Boston State House is said to be one of the finest in the world.

After all, there will probably be no war between Russia and Turkey.

We are indebted to Mr. B. W. Bowen, of steamer Columbus, for late New Orleans papers.

The Union Prayer Meeting for the success of the cause of Temperance holds its regular monthly meeting to-night.

How to do up Shirt Buttons.

We have often heard ladies expressing a desire to know by what process a fine gloss observable on new linen shirt-buttons, &c., is produced, and in order to gratify them, we subjoin the following receipt for making Gum Arabic Starch:

"Take two ounces of gum arabic powder, put it into a pitcher and pour on it a pint or more boiling water (according to the degree of strength you desire,) and then having covered it let it set all night. In the morning pour it carefully from the dregs into a clean bottle—cork and keep it for use. A table spoonful of gum water, stirred into a pint of starch made in the usual manner, will give to lawns, (either white or printed) a look of newness when nothing else can restore them after washing. It is also good (much diluted) for thin white muslin and bobinet."

A good case for a lawyer; one of Fisk's metallic burial cases.

MISSOURI
The West—Iowa—Tribute—Missouri—Pyramids—Tempo—Hannibal and St. Joseph Railroad. To the Editor of the N. Y. Tribune:

Sir: The substance of the following I sent you a short time since while making observations in Missouri, and as it has not been published with other letters, I conclude that it has not reached you or has been mislaid.

The Tribune was the only late New York paper I could find in St. Louis, and as the readers of your sheet are fast increasing west of the Mississippi, it is with great propriety that you become a "medium" in the relaying of a painful charge, though in a figure of speech.

In a lecture delivered in New York the last winter, Hon. Horace Mann, that well-meaning intelligent man, placed Timbuctoo and Missouri in the same category—the first representatives of obscurity, ignorance and anti-baptism. Let facts and a few words for Western men exonerated be used to correct the impression.

Timbuctoo is a poor town in Central Africa, having gained a name by mere pretension, and at present has no prospect of rising either by virtue of intelligence or position. The ignominy *pro magnifico* has been illustrated.

As yet but little has been said for or against the great Central—a little time ago the great Western—State. But now she is rising into notice, boasting of several cities numbering thousands of people, that a few years ago were unknown; and of her State, with a substantial growth of more than six millions and population in ten years. The State has greater wealth in cattle and horses than all New England, and exclusive of slaves, pays a higher *pro rata* than the four States, Iowa, Michigan, Texas, and Florida. She has but to increase in population the next twenty years as she did the twenty previous to 1850. (without a mile of Canal or Railroad,) to number more than 2,000,000.

There must be a greater ratio of increase with 1,000 miles of railroad being constructed, or subdivided; located for the most part through healthy regions on rich soil, developing a state which according to the facts in McCullough, has Bituminous Coal in inexhaustible abundance also lead of the richest quality, and Iron Ore sufficient to supply the United States for many thousands of years.

To show another view how unworthy the African town was to be associated with the State, it may be said; that the Unitarian denomination with which Mr. Mann is associated, has in St. Louis a better church edifice than the denominations elsewhere; and that this Society has not a member known as a slave-holder.

The village of Palmyra, 12 miles west from the Mississippi, would be regarded as a bright spot in any State. It is a place of health, rare cultivation, and native beauty. A country seat and place of business, yet has enjoyed all the blessings of a Major League, for years, and a view of the town furnishes the best argument that can be suggested in favor of prohibition by law, of all that produces drunkenness. I left it a beautiful place of churches and schools, soon to attain a greater growth by the Hannibal and St. Joseph Railroad, passing through, resolved after meeting a kind and intelligent people in the State, to meet the usmanned asperion cast upon her citizens.

The Hannibal and St. Joseph Railroad, 200 miles in length, laid out in near an air line across the State, is now being worked by a large force. Its way is through a highly fertile country, west to a coal bed of great value, on to the rich counties on the Missouri, and the place of departure for most of the California-overland emigration. The Company has near 800,000 acres of land from Government, and a State loan of \$1,000,000, besides subscriptions. With this material aid, and an Eastern contractor, John Duff, it is their intention to push on forward to California and the South. As before any Company North or South of them; believing that the easy grades on east through the capitals of Illinois, Indiana and Ohio, and on to Pittsburgh, with which they are almost in a direct line, will secure to them the majority of the through business.

Ten miles of Railroad, east from Palmyra, will reach Quincy, a large and beautiful town, soon to have connection with Chicago and a northern route.

Railroads will cause such a daybreak in the West, that no state hereafter will be placed in the category of Timbuctoo.

On one point the writer of the above is mistaken; there will never be a railroad from Palmyra to Quincy. The latter was evidently written by a man well informed as to the resources of Missouri, but in these days, when it is not thought wrong to manufacture a fraudulent map for a sinister purpose, it ought not to be thought surprising if somebody interested in Quincy real estate should publish an opinion that a crooked road from Palmyra to Quincy would be so much more desirable than a straight road through Hannibal; that the latter is not even worth mentioning. In connection with the above we take the following from the Pittsfield

(Mass.) Daily Spy:

It will be readily seen by those who are posted on the matter, that the Northern Cross Road is being "laid out" as follows:—

And the northern route of the passage of the Fox County Cherokees will be for the purpose of forcing the Missouri legislature to grant a concession between the Hannibal and St. Joseph road at Palmyra and the Quincy and Galena road. We trust Hannibal is wide awake.

From the St. Joseph Cycle.

GREAT PACIFIC RAILROAD—NEW PASS.

St. Joseph, 26th June, 1853.

Hon. W. C. Ayer, JONES:—Dear Sir:—Having learned that in a recent expedition to the Pacific, you traversed a path in the mountains, heretofore unknown, possessing superior advantages and much better adapted to the construction of the proposed railway than any other yet discovered, I desire to elicit from you all the information upon that subject it is in your power to impart, with a view of giving to it that publicity which its importance demands.

The peculiar geographical relation of St. Joseph to the contemplated route, the great national considerations involved, and your own position and character, will secure for the desired communication much interest, respect and confidence.

Your ob't servt,

M. F. TIERNAN.

St. Joseph, June 28th, 1853.

Col. M. F. TIERNAN.—Sir: Yours of this date was received this evening. I will reply by pointing out the best route for the great Pacific Rail Road, through the pass which I traversed in 1850.

The construction of this road—the gigantic enterprise of the age, is fixed in the American mind. Its importance as the grand commercial highway of civilized man over a vast continent is known. That it will make the American Union the great centre and the active theatre of civilization, is certain. The world wide impetus that it will give to commerce, and moral and social progress, as also the new life that it will breathe into the old world, are unestimated. That it will be undertaken and completed is also certain as destiny. That one great trunk—one grand artery, should be constructed, is a fact as evident as the importance and feasibility of the enterprise. That branches commensurate with the wants of commerce should connect with this, is also evident. The first question, therefore, presenting itself for consideration is, where shall this main trunk be? Where commence—where cross the mountain barriers—where terminate?

It should be constructed where the great tide of commerce would naturally flow; where it would benefit the greatest number; on that route capable of supporting the largest population, and where the greatest facilities exist for its construction. This route I will proceed to demonstrate.

Take an extended map of the United States, begin at the principal commercial cities of the Atlantic, and trace a line westwardly to the Mississippi river. You will start at Boston, and pursue a line of railroads through New York, Philadelphia, Baltimore, Washington, or from Philadelphia by Harrisburgh, direct to Pittsburgh, and through Columbus, Indianapolis and Springfield, to Quincy, on the Mississippi; or, you may pursue the Northern line, shore route; or the branch from Baltimore to Wheeling and by Columbus. These roads are in active operation. They are but different lines of one great route, passing near the 40th parallel of latitude. The direction of this route points on nearly a direct line to the best passes to the bay of San Francisco on the Pacific. Its course lies through the most densely populated portion of the Union. It is through the heart of the great producing portion of a population, active, industrious and intelligent, and in a climate highly favorable to man's mental and physical development; by fields teeming with rich produce; by cities and towns rich, active and prosperous in manufactures; through communities where art, science and the highest civilization embellish and elevate society, while they give health, vigor and activity to business. There, in the centre of wealth, population, business and civilization, the line from the Atlantic is unerringly marked to the Mississippi. It is the Gulf stream in the great tide of commerce, population and business, which moves steadily westward. It points to the mouth of the Mississippi, and the great Western system of rivers, for a passage through the barrier of the Rocky Mountains. Where shall this pass be? Where shall the line be extended to the Pacific? Where the initial point on the Mississippi—the Missouri, and along what line of latitudes?

The Hannibal and St. Joseph Railroad is a prolongation of this line. There will be a north or extended from St. Louis to Kansas. Here they approximate towards one point. That point is the valley of the Kansas river, which seems to have been traced by nature as the route to the base of the Rocky Mountains, on nearly the same parallel as the line between the Atlantic and the Mississippi. Here the two roads can meet, as also the various branches from the

Mississippi. These must converge in the valley of the Kansas, at the foot of the geographical divide of the American Union (the Great Divide.)

From the Leavenworth, June 27.
SHOCKING ACCIDENT ON THE BOSTON AND MILWAUKEE RAILROAD.

HORRIBLE DEATH OF MR. WINTROP RICHARDSON.—We record to-day, with deep sorrow, one of the most awful railroad accidents that has ever occurred in this section of the country—an awful, not for its extent, but its instantaneous misery. At a few minutes before 7 o'clock, last Saturday evening, as the northern express train from Concord, New Hampshire, ran on through Stowham toward this city, on the Boston and Maine railroad, Mr. Wintrop Richardson, master-mechanic, Cook, Square and Court street, was instantly killed, and in the most terrible manner. The following are the melancholy particulars: Mr. Richardson was in waiting at the depot in Stowham for his daughter, who went but in the train which arrived a moment after the accident. He saw the train from Boston approach on the track opposite, and started to go across. Just at this moment the northern train approached going at the rate of forty miles an hour. Whether or not, Mr. Richardson saw this train, or whether he fell upon the track, or was taken suddenly ill, it is not known.

The engine, however, struck him with tremendous force. His body was thrown into the air several feet above the engine, and scattered in every direction. Not a bone three inches long in his whole body was found. It was unindescribably awful sights. Portions of the head were intense place, and of the body in knaps. Here was a fragment of an arm, and there of a leg. On the platform of the front car was found his hand, and at a distance all round two rods from the track was strewn the mutilation and dismemberment of the whole body was complete. Of all the scenes sights ever witnessed, we venture to say that this never had a parallel in the painful. The scattered fragments of the body were gathered as well as could be. They presented a sight too shocking to describe. We had either the heart or disposition. The engine when brought into the city had to be washed off, covered as it was with gore and fragments of the body. How dreadful must have been the feelings of that daughter, who, instead of the fond welcome of a father, which she felt was awaiting her, beheld his blood and flesh on every hand, no one can tell. It was overpowering, and the awful calamity was no sooner made known to her than she became unconscious, and was borne unto her bier. Mr. Richardson's residence is within a few rods of the scene of the terrible carnage. It was his custom to be frequently at the depot each day, and it is said he was especially careful not only to avoid all danger himself, but to warn others of it. He was forty-eight years of age.

HORRID MURDER.

Our usually quiet city was thrown into considerable excitement on last Sunday morning, by the report that a horrid murder had taken place near the house of Mr. M. N. Allison, about two miles south of town. On inquiry, it turned out, that a negro man belonging to Mr. A. T. Griffith, went, that morning early, to a cabin occupied by a free colored woman, where a man belonging to one townsmen, Capt. J. H. Johnson of the Kate Kearney, had a wife. It seems there had been an old grudge between the parties, and Mr. Griffith's man came there that morning to settle it. Some words passed between them, when he got off his horse, and passing round him, stabbed the other man with a large knife, in the abdomen, making a large incision, cutting several arteries, and the bowel in eight places.

The wounded man lingered till Monday morning, when he died. The other was arrested, and at the present writing is undergoing examination before Justice Goodwin.

We have given the facts in the most authentic form we could obtain, as is usual in such cases, many different statements are made, and our version may not prove, in all particular, correct. —Louisiana, Second.

NEW BOOKS!

Frank Preiss's Barber Shop, by R. B. Hall; Reminiscences of a Soldier, by W. M. May; Gray's Pictures in Texas, by Parker; Captain Moore's Memoirs; For Specie, by George L. Jackson; Indian Affairs, by George L. Jackson; Frank Preiss's Barber Shop, by R. B. Hall;